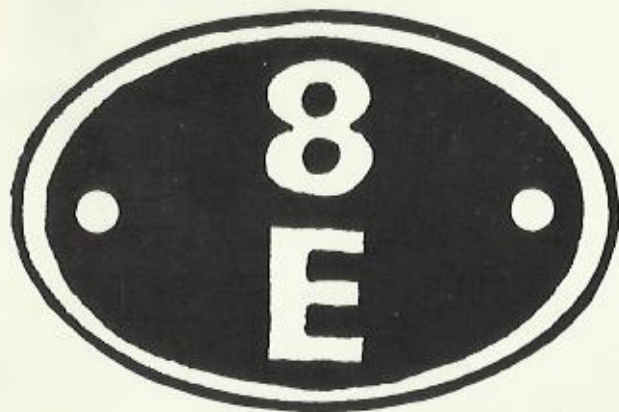


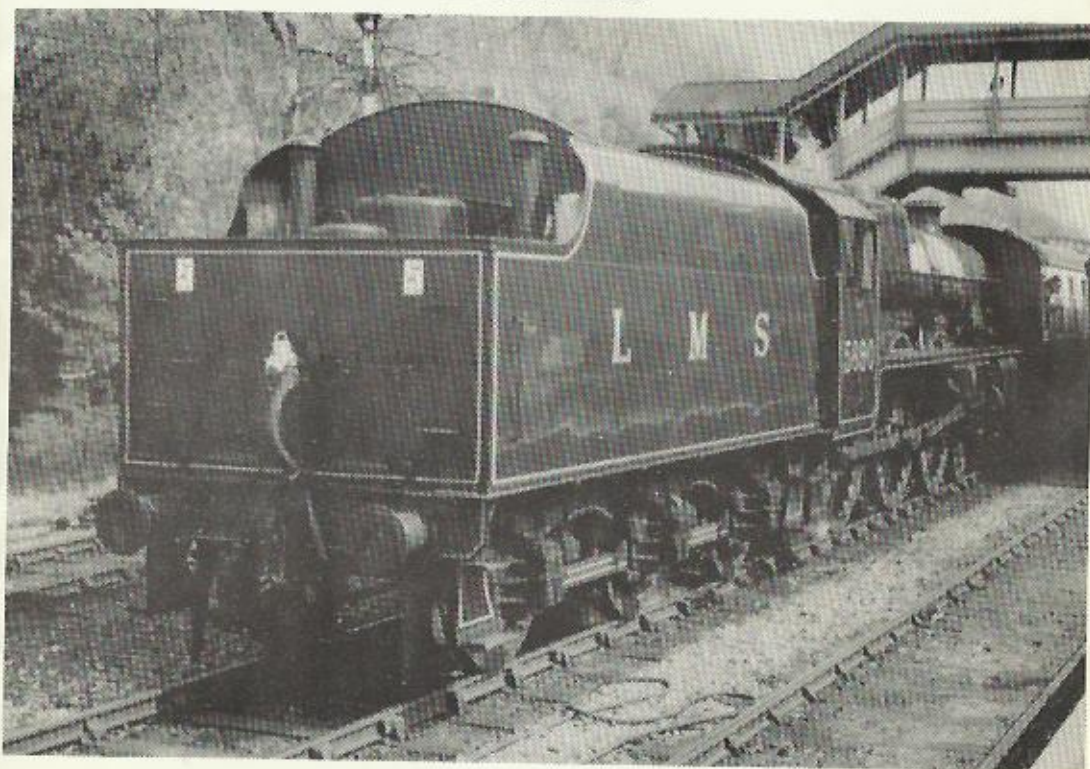
THE



ISSUE No. 14

SUMMER 1984

MAGAZINE.



30p

THE 8E ASSOCIATION.

COMMITTEE MEMBERS.

CHAIRMAN: G. Roughsedge. (Northwich 782344)
SECRETARY: M. Lenz. (Northwich 44959)
TREASURER: C. Barrow. (Northwich 782378)
PUBLIC RELATIONS OFFICER: J.D. Little.
FIXTURES OFFICER: R. Meredith.
TOURS OFFICER: A.E. Bennett.
COACH RESTORATION OFFICER: P. Sheridan.
MATERIALS OFFICER: C. Worrall.
MEMBERSHIP SECRETARY: N.D. Lightbown.
MAGAZINE EDITOR: M. Lenz. (Northwich 44959)

GENERAL INFORMATION ABOUT "THE 8E MAGAZINE".

The magazine is a quarterly publication, appearing in January, April, July and October, and contributions for each issue should reach the editor by the following dates;

Spring Issue - March 7th. Summer Issue - June 7th.
Autumn Issue - September 7th. Winter Issue - December 7th.

All contributions to be sent to the following address;

The Editor,
"The 8E Magazine",
2 Manor Drive,
Rudheath,
NORTH"ICH,
Cheshire,
CW9 7HR.

THE 8E MAGAZINE.

No. 14, Summer 1984.

EDITORIAL.

In my last editorial I commented on the promising start to the new year, and this has continued with regard to tours and also the monthly meetings, at which the attendances have been around sixty people in number. Alas, as I also mentioned previously, our activities regarding steam servicing have been non-existent and look like continuing so for the foreseeable future, however work on the coach has recommenced on Tuesday evenings but, to date, attendances have been poor, so work is proceeding rather slowly and we would welcome a few more people to come and help with this task, after all, it is YOUR coach!

At the end of the previous issue I mentioned that I hoped to have a new look to the magazine by this issue, however because the last issue was ready well ahead of the usual printing date, a new design of front cover was produced which I hope most members will find in keeping with previous issues, and hopefully this issue should find itself with a glossy card cover but at the time of writing the proof copy has not been received from the printers, so I hope they can be produced in time to be used on this issue. At present we are fortunate in having the magazine produced for a very small cost, but if you would like to see a more professionally printed magazine the cost would be in excess of £200 per 130 copies (the number we have printed each issue), and as you can see this is a substantial amount per year to pay from Association funds, although costs could be reduced by the introduction of some form of advertising, and I would be most interested to hear the views of the members regarding this.

COVER PICTURE: L.M.S. 'Jubilee' 4-6-0 number 5690 Leander about to depart Bowdley with the 14.10 train for Bridgnorth, 25th April 1984. (Photo - M. Lenz.)

COMMITTEE MATTERS. By M. Lenz.

Amongst topics discussed at the three meetings that have taken place since the last report have been the programme of future tours, following the successful 'Doncaster Dipper' trip in February, and Alan Bennett has plans for a number of ventures, details of which will be given in the near future. We have, again, discussed our future meetings programme with the result that we are already looking towards next years programme and thanks must go to Bob Meredith for the time and effort that he is putting into this side of the Association's activities. The subject of Northwich loco shed has also been discussed and it may well be that a decision will have to be taken in the not too distant future, but we will consult the members before making any such final decision.

The committee has received the resignation of our publicity officer, Alan Ashurst, who finds that due to other commitments and also for reasons of health, he felt unable to continue in his role as our public relations officer to the extent that he would like to, but agreed to stay until such time as a replacement could be found. I would like to take this opportunity, on behalf of both the committee and the members, to thank Alan for the excellent work that he has done for the Association during its first three years, as well as for the many interesting articles which he has submitted to the magazine, and I hope will continue to submit from time to time, and I wish him all the best for the future.

Since receiving notice of Alan's resignation the committee has been pleased to welcome John Little, a fellow Warrington member, onto the committee as the new public relations officer, and he was formally appointed at our June committee meeting. Members may have noticed from the list of committee members on the inside front cover of this magazine that we have also appointed a new membership secretary, namely Nigel Lightbown from Knutsford, and the reason for this I will try to explain. Our chairman, Graham Roughsedge, has now become a committee member of the Llangollen Railway and as a result of his increased commitment there,

he felt that he could not continue to maintain all his SE Association tasks, so in my capacity as secretary I have agreed to relieve him of most of his workload, whilst he still remains as our chairman, albeit not quite as actively as before. Because of this increased workload upon myself I asked to be relieved of my duties as membership secretary, and approached Nigel Lightbown with the invitation to undertake this position, which he duly accepted. I shall be continuing, however, in my capacity as editor of the magazine. This now brings the committee upto a strength of nine members, and we shall endeavour to keep it at this number from now on. This injection of new members to the committee will, it is hoped, provide some new ideas for future activities of the Association and prevent us from perhaps becoming too set in our ways.

MEMBERSHIP NEWS. By M. Lenz.

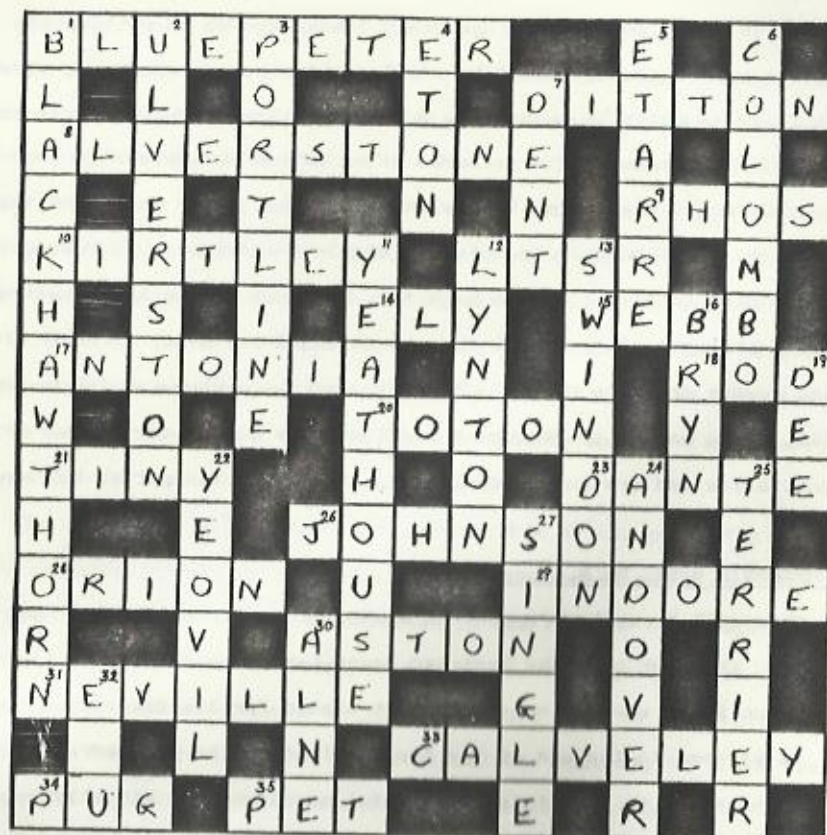
This will be my last report as membership secretary, and I have much enjoyed the task over the last two years, and I would like to take this opportunity to wish my successor best wishes for the future.

As we come to the end of the Association's third year of existence it is pleasing to report that our total membership is slightly up, when compared to the same time last year, with renewals running at a far higher level than the previous year, although the number of new members enrolled is one more than the previous year (at the time of writing). The table below gives some idea of our membership record for the first three years.

PERIOD COVERED	MEMBERS ENROLLED	RENEWALS SENT OUT	RENEWALS RECEIVED	% RENEWED	OVERALL TOTAL
1/7/81-30/6/82	100	-	-	-	100
1/7/82-30/6/83	19	100	62	62	81
1/7/83-30/6/84	20	81	67	83	87

I hope that the Association can continue to maintain this figure, and perhaps even end our fourth year with another increase in overall total membership. It remains to be seen!

SOLUTION TO RAILWAY CROSSINGS NUMBER 8.



FUTURE MEETINGS.

- Tuesday 10th July. Railway Quiz and member's slides.
- Tuesday 14th August. Informal meeting at the Lion and Railway Hotel, Northwich (opposite Northwich BR Station).
- Tuesday 11th September. Talk by the 13809 Preservation Group.
- Tuesday 9th October. Illustrated talk by the 6201 Princess Elizabeth Locomotive Society. (To be confirmed)
- Tuesday 13th November. David Ward. BR Passenger Marketing Manager. (To be confirmed)
- Tuesday 11th December. A.G.M. and member's evening.
- All the above (except where indicated) at the Lostock Alkali Social Club, off Manchester Road, Northwich, commencing 8.00pm prompt.

EARLY DAYS. By J.D. Little.

Concluding part of the article from the Spring issue.

For the train or 'loco spotter' as I preferred to call myself in those far off days, Birkenhead was an absolute mecca because the variety of engines seen on shed and in the area was tremendous. Being a joint shed, there were ex-G.W.R. and ex-L.M.S. engines allocated, but at this time the G.W. engines were predominant. (Very sorry Al for all this G.W.R. stuff, but it is all perfectly true!) We had Granges, Moguls, Prairies, Panniers and auto-tanks, though at this time the two auto-tanks, numbers 1417 and 1457, were both in store, having been displaced from the Hooton-West Kirkby service. The older panniers in the 2000 series were gradually being replaced, and indeed the last survivors of the old 850 class (2012) and the 2021 class (2069) ended their days at Birkenhead. There was also one ex-L.N.E.R. engine, a J72 number 68714, but as far as I can remember it was always in store and was later dragged to Bidston, where it was stored again. Visiting engines produced the huge 4700 class 2-8-0's to work the evening fast fitted freight to Paddington from the Morpeth Dock area. If a 4700 was not available, Old Oak would send up a Hall, but on even rarer occasions a Castle would appear, yes, a Castle at Birkenhead! Not on a crack passenger train, but going down to the docks to pick up its train of vans. The last one I remember seeing was 5012 Berry Pomeroy Castle, and after it left the shed, I cycled down to the docks to watch its progress - along cobbled streets and over the lift bridges!

Another thing that always intrigued me at Mollington Street was that there were always engines in store. The earliest I remember, apart from the aforementioned auto-tanks, was an ex-Midland $\frac{1}{2}$ cab number 41734 and an ex-L & Y 0-6-0 number 52270. These engines seemed to have been in store for years, but they did emerge to see further service. 41734 went to Staveley and 52270 went to Newton Heath, to end its days as a banking engine at Manchester Victoria. Even 1457 managed to get itself into

steam one night - to tow its sister engine, 1417, away for scrapping.

The pannier tanks worked alongside the 'Jintys', and the Stanier 2-8-0s and W.D. 2-8-0s came and went according to the traffic requirements. Above all, there was always a variety - ex-works engines working in from Crewe South on freights, or the occasional rarity from the Western Region.

One dark evening, I was walking along the roads in the shed as usual, when I jotted down the number 90763, then stopped dead in my tracks. Hang on a minute, I thought, isn't that one of the W.D. 2-10-0s based in Scotland? Sure enough it was, I counted the wheels and noted its wide firebox. What on earth is this doing here, and with no shed plate on it too? I hastily scampered over to the fitting shop to find out, since they always knew what was going on better than anyone else in the shed! It transpired that the engine had come down from Carlisle Kingmoor, it being the only one allocated in England (Just). It had been over to Bidston for a trial on the iron ore trains up to Shotton, but had proved disastrous. It was O.K. pulling the trains up loaded, but coming back down with the empties the locos had to run tender first, and this as far as a W.D. tender was concerned was useless. After the first run, the howling gale forced onto the footplate nearly froze the crew to death, so the loco came to Birkenhead, and yes, you guessed right, they put it into store! I think that I can count this as one of the rarest engines I ever saw there, this and one of the last 'Star' class 4-6-0s number 4061 Glastonbury Abbey, together with Dukedog 9028 from Croes Newydd. Occasionally the only 2-8-2 tank based at Oxley would appear, number 7247, and some of the R.O.D. 2-8-0s would also make a visit. On one occasion, and only one, I managed to see two of these Robinson engines side by side - one with a cast number plate on the cabside, number 3024, and the other with the number 63641 painted on! If only I had had a camera in those days. Of the ex-L.M.S. engines, the biggest I recorded was a Royal Scot, but it left the shed before I could get its name and

number. Apparently it only came as far as the turntable, turned and left immediately.

Talking of Bidston, brings me close to the end of this part of my story, but I did manage to visit Bidston at least once a week! This was usually on a Sunday, and this little two road shed could produce quite a considerable variety of engines. Many of the ex-L.M.E.R. types could be seen here, though mainly freight engines, it did make a most welcome diversion from the types normally seen at Birkenhead. Very often there would be an engine running in after repair at Gorton works or very occasionally, a Bl6 from York. Bidston was home to only a dozen or so locos, but these ranged from some of the curious Fowler 0-6-0 tanks with outside Walschaerts valve gear to three 2-10-0s for the iron ore traffic. These last mentioned locos looked a little bit out of place in this small shed, but nevertheless they performed admirably on the climb up to the steelworks with their heavy trains.

Bidston shed has long since gone, and when Birkenhead shed finally closes sometime this year, a small part of me will die with it too. The weeds will take over and the shed site will be dead - but I will always have my memories of a once busy and exciting place, and these I will treasure, for always.....

BOOK NEWS.

A recent publication should be very much of interest to all 8E members, this being the book 'An Illustrated History of the Cheshire Lines Committee' by Paul Bolger, published by Heyday Publishing. The book looks at all aspects of the C.L.C. and has plans of stations and sheds as well as numerous photos of the lines from the early days to the end of steam, and the book can be recommended to anyone with an interest in Northwich and its railways, or any other C.L.C. station or line.

Amongst recent titles from Ian Allan are Rails in Wales - The Cambrian Lines by P. Johnson at £4.95; The Changing Western Scene 1948-1984 by

M. Baker at £6.95; Rail Centres: Sheffield by S.R. Batty at £7.95.

A number of titles have recently been reprinted, and in some cases revised to bring them up to date and these include a new edition of the British Rail Handbook by B.K. Cooper at £3.95; a new edition of Motive Power Recognition 1: Locomotives by C.J. Marsden at £2.95; a reprint of British Rail Fleet Survey Vol. 1: Early Prototype and Pilot Scheme Diesel-Electrics and a revised reprint of Volume 3: Production Diesel-Electric Types 4 & 5 (Updated to include Class 58's) both titles by B. Haresnape at £2.95. Another reprint that may be of interest is that of the abc British Railways Motive Power Combined Volume - Winter 1962/3 at £3.95. Of interest to railway modellers is the next in the Model Railway Constructor Specials series; Number 6: Locomotive Kits by S.W. Stevens-Stratten at £2.25.

From O.P.C., and of interest to fans of hydraulic power comes Profile of the Warships, and of interest to most modern image enthusiasts will be the 4th edition of the O.P.C. Rail Atlas, the former at £6.95 and the latter at £5.95.

MY GLORIOUS YEARS. By J. House.

I really enjoy reading articles about individuals' recollections of their experiences on the railways or of watching trains. The series in Steam World/Steam Railway, whose title I've pinched, is fascinating as was 'Early Days' in the last 8E magazine. I especially enjoy tales about steam in the late fifties because that is the period I had most experience of. The memories come flooding back - 'half return to ----, please mister', dirty old coat etc, covered in soot, cheese butties, Mars bars and bottle of pop, latest Trains Illustrated and ABC's stuffed into duffel bag - it must have been the same for us all.

Unfortunately, when everyone else was having their Glorious Years chasing steam to the end in the sixties, I became a member of a strange tribe that had developed an interest in Sex, Drugs and Rock 'n' Roll

(all one's brain and body needs).

To be more precise and truthful, there didn't seem to be much of the first, all I could afford of the second was very rough cider (10d per pint in 1969), but of the third, my head was filled with the sound of John Mayall, Eric Clapton, Cream, Hendrix etc. To illustrate the extent to which this deviant strain had taken effect, I was at college in Southampton while steam was still in charge on the Bournemouth and Exeter lines. Whilst there I travelled daily between St. Denys and Woolston on the Southampton-Portsmouth line in a 3-car diesel-electric unit, and every day when at St. Denys, a Bulleid Pacific would roll through with 12 or 13 on, looking and sounding very well. Yet apart from a glance up, all I would normally do would be to carry on reading my Melody Maker, or possibly (but very rarely) a civil engineering textbook. These days people can go on courses of treatment for such strange behaviour, e.g. for the Guinloss, but in 1966 there was no known cure. At the height of its virulence this disease had me playing in a 'progressive blues, rock' band called 'The Embalming of Henry Blossom' and we thought we were great, but on looking back, I realise how awful we were! I even remember starving myself on a diet of sausage rolls and orange squash so that I could afford to buy a tatty, secondhand electric guitar and a 50 watt amplifier.

Thankfully, presence of mind began to return in the early seventies when I got married (No comments please!) and had to sell my guitar to pay for some curtains, or something equally boring. I remember buying a copy of 'Railway World' whilst on honeymoon - this was a celebration of having returned to the straight and narrow, but it did cause some rotten arguments at the time! Ever since then my mind has been sufficiently clear to enjoy the railway scene and the developing preservation movement. But, if there are any other members who have similar case histories and occasionally suffer withdrawal symptoms, and would like to form a rock band, please get in touch, especially if they have got some mid-fifties 'Trains Illustrated's' I could borrow!

Small Ads.

VOLUNTEERS ARE REQUIRED ON THE LLANGOLLEN RAILWAY
- PARTICULARLY IN THE MOTIVE POWER AND PERMANENT
WAY DEPARTMENTS. PEOPLE ARE ALSO REQUIRED TO TRAIN
AS GUARDS FOR THE SATURDAY AND SUNDAY SERVICES IN
OPERATION DURING THIS SUMMER. ANY PERSON WHO IS
INTERESTED PLEASE COME ALONG ANY WEEKEND AND YOU
WILL BE MADE MOST WELCOME.

THE DECLINE OF WARRINGTON'S RAILWAYS. By G.C. Smith.

A recent gloomy discussion about the impending closure of the Arpley - Skelton Junction line solicited from me the opinion that Warrington had survived the post-war spate of rail closures pretty well, only having lost the C.L.C. direct line which avoided Central Station. However, thinking about it afterwards, I'm not so sure.

We have lost both of our engine sheds, Arpley in May 1963, and Dallam in October 1967. Engines are still stabled in the yard at Arpley, the shed having been demolished soon after closure, but Dallam shed is now a factory. Over and Wharton which became a sub-shed of Dallam instead of Crewe in 1909, was closed in 1947. Passenger services on the 'low-level' line through Arpley ceased in September 1962 and the stations along the line have mostly been demolished. Purely local services from Bank Quay have stopped and main-line stoppers are comparatively infrequent. Dallam Branch has finally been lifted after lingering in semi-disuse for many years. The original 1831 station building of the Warrington and Newton Railway, in the yard behind the 3 Pigeons pub,

was demolished about 1969. The very top end of the branch, opposite the old Dallam shed, has been equipped for loading and unloading wagons, the only such facility left in the town, as the goods sheds at Bank Quay, Arpley and Central are now closed. Froghall Yard, South-End Yard and Winwick Quay Yard are now only memories. Froghall Yard is now a car and lorry park for J. Grosfield & Sons and South-End Yard, so called because the original Bank Quay station was to the north of it, hard up against Bank Quay bridge, is now buried under W.H. Smiths D.I.Y. Centre. Winwick Quay Yard is just an area of overgrown cinders. Even the capacity of the Extension Sidings (which together with Arpley Old Side form the large yard between the main line and Thames Board Mills) has been halved. Only Arpley Old Side and Walton Yard are still relatively untouched.

Electrification brought its own horrors. All the lovely old L.N.W.R. signal boxes were pulled down and the semaphore signals replaced by colour lights. Norton Crossing Box survived as a fringe box to Warrington Power Box, although the crossing itself is now closed to the public. No. 6 road on Arpley Old Side was lifted to make way for a row of overhead wire support pillars. Interestingly a crossover between Nos. 1 and 2 shunting necks was lifted a year before electrification, but when the wires went up there was one for this bit of lifted track as well! There was a fair amount of track rationalisation as well but perhaps the worst feature of all is the high-voltage knitting itself which, with its supports, makes photography so awkward.

But perhaps the biggest and probably least noticed change has been the number of private and industrial sidings which have closed. Several factories in Warrington had their own engines, in some cases working quite extensive systems. Most of these systems have now shut and this, not just in Warrington, but nationwide, has been one of the biggest factors in the contraction of our rail network. Monks Hall Steelworks still uses its rail system and has its own loco, a Yorkshire Engine Co. 0-4-0 diesel. Grosfields still take sand by rail and shunt it with a four wheel drive Ford tractor. Ferrous Light Castings, Lion Emulsions and

Caxtons are still rail connected but see little, if any, traffic these days. Amongst those which have closed are:-

<u>COMPANY.</u>	<u>WORKED BY.</u>
Manchester Ship Canal Railway.	Own locos; Hudswell Clarke, Kitson 0-6-0Ts. Stag Yard Shed by Chester Road Swing Bridge housed two steam (later one diesel) locos and an ex-L.N.W.R. brake van.
R.A. Maylor Ltd.	M.S.C.R.
Laporte Chemicals.	M.S.C.R. (Briefly had a fireless 0-4-0 from their Luton factory.)
NCB Acton Grange Pit Prop Yard.	Own loco 'Haydock', a Robert Stephenson 0-6-0T.
Thames Board Mills.	Own locos, 2 Fowler and latterly 1 Ruston Diesel.
British Aluminium.	Own loco, Fowler Diesel.
Warrington Slate Co.	B.R.
Brierleys Scrap Yard.	May have been worked by their own rail cranes. This yard has recently been sold and cleared but it still contains a diesel rail crane and a small Fowler shunter, which the new owner will not part with. Also from under a heap of scrap came 2 1917 Thornycroft lorries.
Radiation Gas Stove Works.	B.R.
Warrington Power Station.	Own locos, latterly a R.S.H. 0-4-OST with a Fowler Diesel as spare. The Clean Air Act saw off the R.S.H. and a quick succession of relatively useless diesels followed until closure.
Crosfields (North of the Low Level line).	Own locos, Fowler Diesels, then B.R. 08s.
Crosfields (South of the Mersey).	Sentinels? Reached via the Transporter Bridge.
Whitecross Wire Co.	B.R.

(Continued on page 17)

OPEN DAY '80 - A DAY TO REMEMBER!



Above: L.N.E.R. A4 Pacific 4498 Sir Nigel Gresley. Below: BR Standard 4MT 2-6-4T 80079 and L.M.S. 'Black Five' 5000. (Photos - M. Lenz.)



BRITISH RAIL PHOTOCALL.

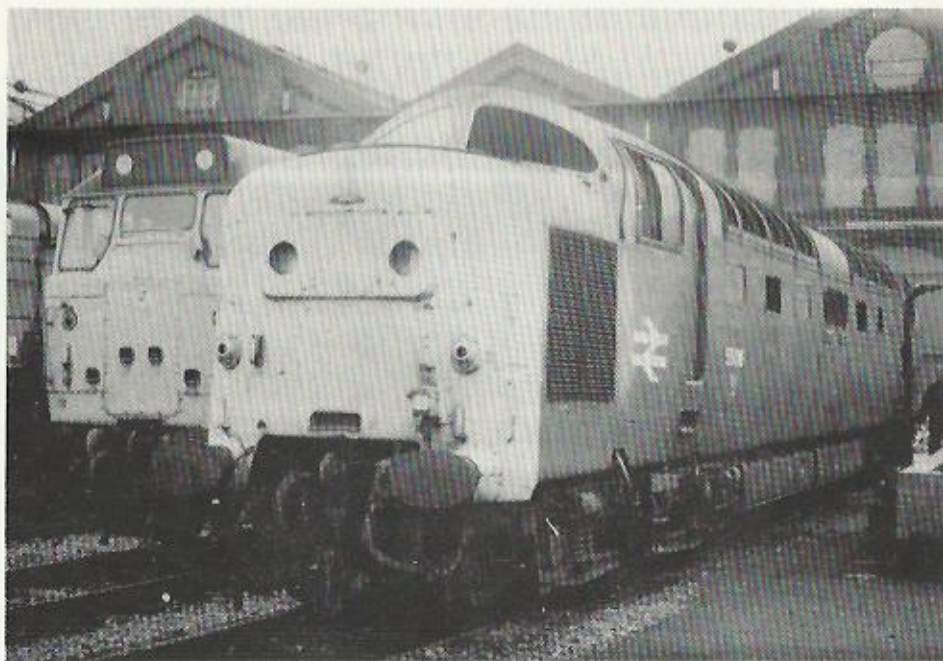
It is hoped to make this a regular feature of the magazine showing items of interest in the current railway scene, not only locomotives, but also rolling stock, signalling, architecture etc. The editor will be pleased to receive contributions in the form of 5" x 3½" black and white prints of good definition and contrast.

Below: Shortly expected to arrive at the Nene Valley Railway, Deltic 55.016 Gordon Highlander is here seen at Doncaster Works, 12/2/84.

Right: One of the stars of the 1982 Northwich Open Day, Class 56 no. 56.074, since named Kellingley Colliery, is seen here on shed at Knottingley M.P.D., 12/2/84.

Below Right: British Rail's answer to Concorde? Class 20 no. 20.207 and Class 27 no. 27.027 on the scrap lines at Glasgow Works, 22/4/84.

(Photos - M. Lenz.)



PASSING SCENES OF BRITISH RAILWAYS.

Although it is now almost sixteen years since the end of steam on British Railways, there are still many reminders of those days in the form of semaphore signals, old style signalboxes, stations, loco sheds, signs and numerous other small details which are still in use in many cases, and which have changed little over the years. It is these such features which I hope to illustrate by way of photographs in this and future issues of the magazine under the heading above. Again contributions from members will be welcomed.

We start this feature off with a photo of Inverness Rose Street Signal Box, taken on Saturday 21st April 1984, showing how little alteration has taken place. The name boards still retain their pale blue Scottish Region background colouring and the only modern items are the two small notice boards and the level crossing barrier. It is pleasing to find that Inverness still retains most of its old semaphore signals, and there is even an old enamel nameboard on the platform! (Photo - M. Lenz.)



(Continued from page 12)

- Lancashire Steel. Own locos, Fletcher Jennings 0-4-OTs and STs and some built to the same design by Dallam Forge, which was taken over by Lancashire Steel. Latterly various small diesels were used.
- Rylands Wire Works. Own locos including an ex- L & Y Motorail.
- N. Greening & Sons. Own locos, Barclay 0-4-OST and small Fowler Diesel. In the 1930s they hired ex- L & Y Pug 11218 (now preserved on the North Valley) while their Barclay was re-boilered. The cost of the re-boiling was in the region of £300!
- Whitecross Wire Co. Own locos, 2 Peckett 0-4-OST 'Lance' & 'Baden-Powell' replaced by 2 Fowler Diesels in the 1960s.
- Greenhall Whitley. B.R.
- Walkers Brewery. Shunted by horses from wagon turntables in Dallam Lane, and later by small B.R. road tractors.
- Warrington Gas Works. Own locos, a Sentinel 0-4-OT and unknown 0-6-0 Diesel.
- G. Howard (Scrapyard). B.R.
- Winwick Hospital. B.R. In the war Ambulance Trains were worked straight into the hospital. Coal for the hospital boilers was also taken in. The line passed under a rather tight fitting road bridge and the first time an Ivatt 2-6-2T was substituted for the usual 3F 0-6-0 its chimney was knocked off under the arch.
- Richard Evans Collieries. Own locos. This extensive system, now completely closed, left B.R. at Earlestown. Its engines over the years were many and varied. This company at one time worked its own traffic with its own locos over the main line as far as Winsford.
- Vulcan Foundry. Own locos, Vulcan 0-4-OST & 0-4-0 Diesel. Even this world famous loco builder is no longer rail connected.

A few ex-Warrington industrialia have been preserved.

Barclay 0-4-OST ex H. Greening & Son.

Robert Stephenson 0-6-OT ex Acton Grange Pit Prop Yard.

Fowler 0-4-0 Diesel ex Joseph Greenfield.

Hunslet 0-6-OT ex M.S.C.R. Their No. 14 'St. John's', now better known as 'The lady Armaghdale', the name I.C.I. gave her. She spent several years at Stag Yard Shed.

R. Evans 0-6-OWT ex NCB.

Vulcan Foundry 0-4-OST ex Vulcan Foundry.

The 2 'Whitcomb' Pecketts and the Gasworks Sentinel were aquired for preservation but later scrapped.

Looking at the amount of traffic lost to the railways, is it any wonder that the M6 is so full of lorries?

RECEIPT TOURS REPORT, By M. Lenz.

Since the last magazine went to press there have been three tours, although the first of these was not wholly organised by the 8E Association, being an offer from the L.C.G.B. of a block booking on their 'Centurion' railtour, but the remaining two outings were entirely Association organised.

I shall not go into detail about the 'Centurion' tour, suffice to say that a number of our Warrington members were participants on it, and I believe that an excellent time was had by all, especially Mr. Bennett, whose birthday it was that particular day, and I believe he celebrated it in his usual inimitable style! In fact the participants enjoyed themselves so much that a number of them found the idea of the next days bus tour just too much for one weekend, and so gave it a miss but, nevertheless, there were a few brave souls who were able to force themselves out of their beds on Sunday 13th of May, and make their way to the Warrington pick-up point for 7.00am.

I awoke at 6.00am on the Sunday morning to find that the sun was shining and that the sky was blue and cloudless, and I hoped that it

would stay that way for the rest of the day. The bus was due to pick the Northwich members up at 7.30am at Northwich station, from where we then proceeded to head for our first depot, Bescot in the West Midlands, albeit with a diversion via Middlewich, Crewe and Audley so as to drop off three passengers at Crewe Station whom our driver had kindly offered a lift to in Warrington.

On arrival at Bescot we proceeded onto the station platform where we were able to obtain a good view of the m.p.d. and most of the locos on shed. There were representatives of many classes including 08, 20, 31, 47 and 56. We then made our way down to the yard area where we found a solitary Class 58, number 58.004. Whilst at Bescot a number of trains passed on the main line hauled mostly by Class 87s, but including a couple of Class 85s. From Bescot we headed for Saltley Depot where we found several Class 31s and locos from classes 25, 37, 45, 47 and 56, and as at Bescot, one solitary Class 58, number 58.011. From Saltley we headed for Leicester, calling at Nuneaton station en route, only to find that the station was closed due to engineering work taking place on the lines at the south end of the station, although we did see an 08, a Class 20 and two Class 31s stabled there. Leicester was unable to provide any Class 58s but there were four Class 56s, five 08s, two Class 20s and one Class 45. Our next port of call was Coalville where, as on a previous 8E tour visit, we found the stabling point void of staff, but with eight locos present including another solitary Class 58, this time number 58.009, the other engines being two Class 56s, four Class 20s and a single 08. Our final British Rail depot for the day was to be Toton, and it was here that we were in for something of a surprise, for our Tours Officer, Alan Bennett, had been unable to obtain permits for any of the depots that we had intended to visit during the tour, and as a result we were in some doubt as to just how many depots we might actually be able to go around. We thought that at the smaller depots there would not be too much of a problem but we thought that we stood little chance of getting around Toton. It was fortunate for all present on the day that

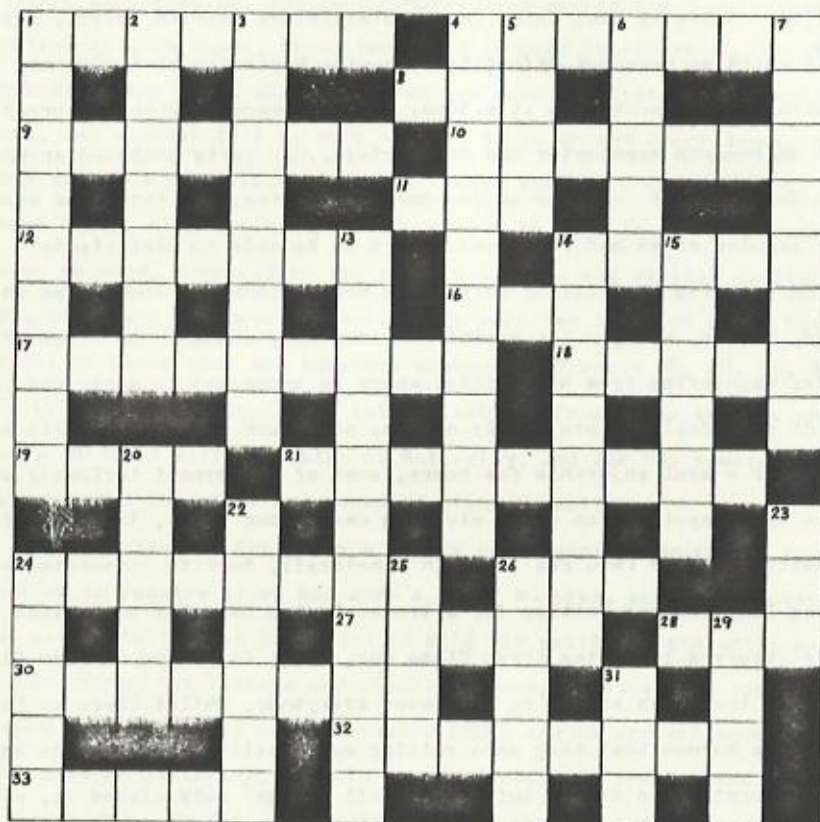
amongst our number we had two B.R. employees, namely our Public Relations Officer Alan Ashurst, and fellow Warrington member Ken Wooding, and on arrival at each depot, these two would proceed to report to the staff present on the depot and explain who we were and what our intentions were, and without fail we were allowed to go around every depot, and this included Toton itself! We don't know what we would have done without them! Toton, as might be expected, proved to have the largest number of locos on shed, compared to the other depots we had visited earlier in the day, with over 70 locos present. There were two lines of Class 58s, a couple of Class 46s, and numerous members of Classes 08, 20, 25, 31, 40, 45, 47 and 56, all in all, a fair selection. From Toton we made our way to the Midland Railway Centre at Butterley, and for the remainder of the day observed the sight and sound of steam in action.

As we arrived at Butterley a figure came running towards us from the station to inquire if we had made a party booking, and upon receiving the answer 'no', then proceeded to hold the waiting train until we had all purchased our tickets and climbed aboard. An excellent run then ensued behind Hunslet 0-6-OST number 68012 and on arrival back at the main site at Butterley, members then proceeded to look around the yard and shed area. In the shed could be found the S & D 2-8-0 and just outside the L.M.S. 4F 0-6-0 and the 'Jinty', whilst I'm sad to say, the Stanier Princess Royal Pacific, 6203 Princess Margaret Rose, looked somewhat forelorn down the side of the shed. On the day of our visit the passenger workings were being covered by steam and diesel power, the latter being provided by 'Peak' (latterly B.R. Class 44) number D4 Great Gable, which looked superb in its early B.R. green livery, and which replaced the saddle tank on the next service train. Another diesel present on site, but not as yet in service, was 'Deltic' 55.015 Tulyar, still in its B.R. blue livery. After a couple of hours at Butterley we set off for home via Ashbourne, Leek, Macclesfield and Knutsford calling at Warrington first then onto Northwich. All in all, an excellent day with the weather remaining brilliant throughout the day, and all our objectives achieved.

Three days later, on the evening of Wednesday 16th of May, we were off once again by bus, this time to Stalybridge Station Buffet, a venue with which we were not unfamiliar! Leaving Northwich at 6.00pm and picking up in Warrington at 6.30pm, we then headed for the motorway and on towards Manchester and Stalybridge. Our party numbered around two dozen, about the same as for Sunday's outing, but this time most of the regular crowd had recovered enough to be able to participate!

On entering the station buffet the barman took one look at us and said, "Oh no, not you lot again!" or something along those lines. However, after recovering from his initial shock he proceeded to serve our party, which soon depleted his supply of pies and black peas, and we all settled down for a most enjoyable few hours, some of us (myself included) doing some train-spotting as well, although one of our party, in fact a fellow committee member (who shall remain nameless!), took to conversing with a young lady who was waiting for a train. During our stay some eight locos were observed including three Class 40s, three Class 45s and two Class 47s, so there was something to please everybody. Whilst there we learnt from the barman that they were getting up a petition to campaign against the modernisation of the buffet, and all present duly signed it, whilst our Public Relations Officer, Alan Ashurst, set about writing a short (well, short by Alan's standards!) letter to accompany the petition. Alas, all to no avail as members may have seen recently on the local T.V. news. By the end of the evening all concerned had thoroughly enjoyed themselves and were looking forward to the next time, whenever that might be!

Thanks must go to our Tours Officer, Alan Bennett, for organising these various trips which were enjoyed by all participants, and especially to Graham Brocken for offering the use of one of the preserved buses from Steamtown, Carnforth, and for being our driver (complete, I might add, with authentic Ribble bus drivers jacket!) on both the Sunday and Wednesday outings. Although the bus was by no means filled on either occasion, we did not sustain any financial loss, and so the Association's funds have profited once more.



ACROSS.

1. N.E.R. station with similar - though damper - neighbour. (7)
4. A Class V at the Joust, perhaps? (7)
8. It's as easy as ABC to find the driver's place. (3)
9. How pre-diesel fans like to see their engines. (2-5)
10. A 'Jubilee' in full-back-gear? (7)
11. A Scottish depot has Ray in a spin. (3)
12. I have no arrangements for a 'Scott'. (7)
14. Palindromic crossing. (5)
16. S.E.C.R. tunnel. (3)
17. Tyne-side loco works. (9)
18. A Rolls leads as a N.E. 0-6-0 appears. (5)
19. "Green all the way" for a clear one. (4)
21. An assay may be required for a brush with this A-4. (6-3)
24. I'm an itinerant wanderer in the crazy golf in search of an A-3. (8)

26. Just the loco for buzzing round Horwich. (3)
- 27 & 28. Pacific has a following in Liverpool, it seems. (5-3)
30. S.E.C.R. sea-side shed. (8)
32. Hotts. depot for the G.N.R. (8)
33. A short road through the hay leads to a 5XP. (5)

DOWN.

1. Valve operation in a round about way, to make engines go sideways? (9)
2. This signal will stand it, somehow. (7)
3. A broken heart leads Uncle Sam to a 'Jub'. (8)
4. Pat is sent to Coventry - perhaps. (4-6)
5. Welsh watering place. (4)
6. A hundred were confounded at the works. (5)
7. Sell guns to acquire a 4-4-0. (4-4)
13. Swindon finale, of sorts. (7-4)
14. L & M station - next in line to a trial site. (3-5)
15. A short cleric retreats before a Gallic refusal to a 4-6-0. (6)
20. Misuse of this used to cost a fiver. (5)
22. Southern knight, worth a penny or two? (3-3)
23. Parental valve for letting off steam? (3)
24. Bridge is out of the placings it seems. (5)
25. A kind of carriage that isn't locked? (4)
26. Preserved line with ropey inclinations. (5)
29. A B-1 ends up cross as Roy gets confused. (4)
31. A capital railway - initially. (3)

MEMBERS BRIEFING. By A.R. Ashurst.

As forecast in previous editions, Class 20 locos have arrived in force at Northwich from the commencement of the new timetable in May, in order to work the I.C.I. hopper trains from the Peak Forest and Tunstead quarries in Derbyshire. The locos work in pairs, as has been the custom with those based in the East Midlands, and as a consequence, Class 25 and Class 40 activity is diminishing rapidly. Indeed, around 30-40 Class 20 locos are currently undergoing overhaul at Creve Works after periods of storage, and we can expect to see increasing use of these former English Electric Type 1's on general duties in the future.

It is reported that Class 40 locos will lose all their booked work from October, so the remaining 40 or so survivors of this once 200 strong class seem to be rapidly approaching the end of their active lives. This summer will see their last passenger diagram on the 08.15 Manchester Piccadilly-Skegness (S.O.), which is sure to be heavily patronised by Class 40 fans. However, other passenger work as stand-in locos still occurs: in early June a Class 40 was reported working into Blackpool with the 07.25 (S.O.) from Newcastle and out again with the 13.40 (S.O.) to York. On the latter, out of approximately 140 passengers, 120 were reported to be Class 40 freaks!

As well as Class 20s, Class 31s and 37s are becoming increasingly common in the North-West, and along with the newly introduced Class 56s are presenting a very changed scene in the Warrington area, where Class 40 and 24/25 were, for many years, the staple freight motive power after the end of steam. On the closure-threatened Arpley-Skelton route Class 37s are now the rule rather than the exception. This route is particularly quiet at present with no coal trains moving to Fiddler's Ferry Power Station during the prolonged Miner's strike, traffic which has been the mainstay of the line in recent years.

On the passenger front, and again as forecast earlier in these columns, Class 51/4 locos have taken over from Trans-Pennine DMU's on the Manchester-Sheffield-Hull/Cleethorpes route from mid May. All the Trans-Pennine units are now withdrawn, although preservation bids are thought likely soon (the North York Moors Railway is reported to be interested). However, reliability of the new service, which only loads to four vehicles per train, is advised as poor with not infrequent loco and carriage defects causing delays. Many of the locos are only recently out-shopped from Doncaster Works after full overhaul and E.T.H. fitment, but are no more reliable even so.

DMU preservation appears to be getting a hold nowadays, surely an idea

which would have been greeted with scorn 10 or so years ago. A number of the Diesel-Hydraulic Class 127 units replaced by the "Red-Pan" electrification scheme have been sold; the Dart Valley, Great Central and Llangollen Railways all acquiring examples. The Great Central has also recently taken delivery of Class 40 number 40.106, and it was seen recently in the shed at Loughborough receiving attention. However, 'Deltic' 55.015 Tulyar, suggested as for the G.C.R., has, in fact, gone to the Midland Railway Centre at Butterley, where it was observed on Sunday 23rd of May this year, during the 8E Association 'Midlander' tour. Another loco suggested as going to the G.C.R. was Ivatt 2MT number 46443, but following purchase by a consortium of S.V.R. members, the loco will now remain at Bridgnorth.

There is little to report on the steam loco front at present. SLOA appears to have "Settled" into a firm "Cumbrian Mountain" policy for 1984, despite the fire-raising capacity of Scottish visitor, A4 60009 Union of South Africa, which in the Spring helped to cause a temporary 'steam ban' during a hot dry spell of weather. "No. 9" has been putting up some good performances on this route, however, and the loco will travel even further south shortly to appear at the Doncaster Works Open Day on July 28th, along with fellow East-Coast stalwarts 'Sir Nigel Gresley', 'Flying Scotsman' and Deltic D9000 'Royal Scots Grey' amongst others. Steam appears to be as far away as ever from Cheshire, and the hoped-for runs into Chester this year do not now appear likely until, at least, the Autumn, which is a disappointment to our watering and servicing team.

On the livery theme, BR colours appear to be getting even more popular with loco owners these days. Along with our other tour patrons on the 'Northumbrian', I am looking forward to sighting 1949-built K1 2-6-0 62005, LMR 'Black Five' 4-6-0 45428 and ex-GWR Prairie 6619 all in BR lined black livery on the North Yorkshire Moors Railway. At Didc

'heavy freight' 2-8-0 3822 was recently observed in the process of restoration in BR black, and Hall 4-6-0 1960 Raveningham Hall has re-entered traffic on the Severn Valley Railway recently, in an early BR livery style. On the Keighley and Worth Valley Railway, 4F 0-6-0 43024 has acquired the 1957 lion and wheel emblem on its tender sides, and also the distinctive diagonal yellow cab stripe, so characteristic of Dallam 4Fs and Jubilees in their final years of service. On the Bluebell line, Bulleid Pacific 34023 Blackmoor Vale is also reported back in Brunswick Green! Whilst most enthusiasts appear happy with Brunswick Green on steam locos, the decision to paint Class 50 50.007, and to re-name it "Sir Edward Elgar" in the style of the old western region locos, has met with much controversy. Personally, although I feel the livery looks superb, I find it unfortunate that the new name should break up the association of Warship names allocated to this class, although the L.N.W.R., L.M.S. and many pre- and post-grouping railways changed names in this way. I think a two-tone green Class 47 would have been a more appropriate idea. (Why not 47.500 Great Western? - Ed.) On the subject of liveries, West Coast Main Line electrics look set to appear in a variety of styles, as 87.012 Coeur-de-Lion is now sporting the APT-style livery and 87.006 City of Glasgow has wrap-round yellow ends and large numerals and double arrow emblem.

Mention of the APT brings us onto another interesting topic, and this "will it/won't it" train is now to run in service during August 1984 albeit, as an unadvertised relief between Glasgow and Euston (and return) calling at Netherwell, Preston and Watford Junction only. Seating will be strictly limited and allocated on a first-come, first-served basis. In the meantime the train continues to run up and down the MCHL for testing purposes in relation to BR's next move in the high speed travel game. Current plans, however, would suggest a move away from a fixed-formation HST/APT/DMU type operation and back to a loco plus coaches format for the next generation of Inter-City express trains.

BR (WR) have started to announce their proposals for next years G.W.R.

150th Anniversary celebrations with special trains, depot open days and loco namings amongst some of the events envisaged. There are also plans for main line steam between Bristol and Plymouth and Gloucester and Swindon, and at the latter place there is to be a large festival-type event, although no cavalcade like those at Shildon and Rainhill. This event could well be Swindon's swansong, with an impressive array of largely GWR and BR (WR) steam and diesel motive power on view, prior to the winding down of the works for what looks like inevitable closure, following recent announcements of massive redundancies over the next two years. This would appear somewhat strange in view of the recent decision to allocate some main line repair work here, when previously only shunter, DMU and EMU overhauls have taken place, along with loco scrapping. Classes 31, 37 and even Scottish Class 27s are now receiving repairs in the famous 'A' shop, although this is really only seen as a short term measure to relieve overloading at Crewe and St. Rollox works. What may well be another first for 1985, could be the involvement of Swindon Works based diesel-hydraulic D1015 Western Champion in the GWR 150 Celebrations, in what is rumoured to be the first preserved diesel to beat the current ban on main line working, by operating specials out of Paddington to Bristol. We live in hope! (I have since been informed that the Western Locomotive Association's D1062 Western Courier has been passed for the main line. - Ed.)

Finally, returning to Summer 1984, it is most pleasing to report the success of the Fort William-Mallaig steam services which are now operating on a timetable basis for the first time in over 20 years. Carnforth-based Black Fives 44871 and (4)5407 are involved, along with Falkirk-based 'J36' 673 (BR 65243) Maude. Loadings are reported to be extremely heavy and additional workings are being suggested. Next year, it is hoped to have 'K1' 62005 from the North Yorkshire Moors Railway (see earlier notes) and 'K4' 3442 (BR 61994) The Great Marquess from the Severn Valley Railway at work on this line, a route familiar to both classes during the 1950's. And don't forget the only main line steam on our doorstep at present:

L.N.W.R. Coal Tank 1094 (BR 58926) from Dinting, which will work out of Manchester Victoria every Wednesday during July and August at 11.00 hours on the "Wilson's Brewery Special", returning to Victoria at 14.30 hours - surely worth more than just a passing glance and confirming to my mind how superb a black-liveried loco can look, especially when in steam!

EDITOR'S NOTE.

Would all contributors please note that the deadline date for each issue of the magazine is now the 7th of the respective months, and not the 21st. I would, therefore, be most grateful if all contributions for the Autumn issue reached me by the 7th of September.

IN THE AUTUMN 1984 ISSUE.

There will be an article by our Warrington member Pat Mullee, on how his association with 'Flying Scotsman' led him to the 'high jump', quite literally! Due to pressure of space this issue, Alan Ashurst's next article in his 'The Lure of the Scrapyards' series has been held over and will now appear in the Autumn issue, when his visit to Barry Scrapyard will form the basis of the feature. It is hoped to have a report on the 'Northumbrian' tour and any other such ventures, as well as all the usual features; Committee Matters, Railway Crossings, Members Briefing etc..

PHOTO FEATURE.

Top Right: The old and the new, Class 20 20,077 and an unidentified Class 25 are seen awaiting their next turn of duty on the former turntable road at Northwich M.P.D. 24/4/84.

Right: Class 40 number 40,001 seen running light engine on the low level line near Warrington Bank Quay Station, 5/3/84. This loco, formerly English Electric Type 4 number D201, was the first of the class to be allocated to the East Coast main line in March 1958, and was based at Horsey Depot. (Photos - M. Lenz.)

